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Private Residents at the  
Outports.  
A Comprehensive and Complete  
Record of the  
NEWS OF THE FAR EAST  
given in the  
HONGKONG WEEKLY  
PRESS,  
with which is incorporated the  
CHINA OVERLAND TRADE REPORT,  
Subscription, paid in advance, \$12  
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# Hongkong Daily Press.

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[1906]

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[1906]

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[1906]

NOTICES OF FIRMS

NOTICE.

We have This Day Authorized Mr.  
LORENZO BORELLO to Sign our  
Per Procuration  
V. P. MUSSO & Co.  
Hongkong, 4th July, 1906.

[1906]

NOTICE.

The interest and responsibility of Mr.  
VICTOR H. DEACON in our Firm  
ceased on the 31st December last.

DEACON, LOOKER & DEACON,  
Hongkong, 2nd July, 1906.

[1906]

NOTICE OF DISSOLUTION OF  
PARTNERSHIP.

In the year 114 of the Siamese Era, corresponding to the year 1894, the Firm of HONG LEE entered into a Partnership with the CHOP GUAN YU and others for the purpose of establishing the Hongkong Firm of KIM HONG YU.

On the 1st day of June, 1906, the share and interest of the Firm of HONG LEE in the said Hongkong Firm of KIM HONG YU was sold and transferred to CHOP GUAN YU, and the latter having admitted HUAH HENG THYE as a Partner the business of KIM HONG YU is now CHANGED into "KIM HONG YU THAI KEE."

NOTICE IS HEREBY GIVEN to all whom it may concern that the Firm of HONG LEE is no longer a partner in the said Hongkong Firm of KIM HONG YU or "KIM HONG YU THAI KEE."

TILLEKE & GIBBINS,  
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Hongkong, 11th day of June, 1906.

[1906]

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[1906]

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[1906]

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S. MINAMI, Manager, Hongkong

112 WHO'S WHO IN THE FAR EAST [1906]

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Hongkong, 24th October, 1905.

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[1906]

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Hongkong, 26th November, 1905.

[1906]

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[1906]

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Hongkong, 18th July, 1906. [30]  
**NOTICE TO CORRESPONDENTS.**  
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Correspondents must forward their names and addresses with communications addressed to THE EDITOR, not for publication, but as evidence of good faith.  
All letters for publication should be written on one side of the paper only.  
No anonymous or signed communications that have already appeared in other papers will be inserted.  
Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplies to Post Offices.  
Telegraphic Address: PRESS, Codes: A.B.C. & B.B.  
Lester.

P.O. Box, 33, telephone No. 12

DEATH.

On 15th July, at Swatow, HAROLD BURTON, of Messrs Buttefield &amp; Swire, aged 38 years. 145

HONGKONG OFFICE: 10A, DES VŒUX ROAD C.  
LONDON OFFICE: 131, FLEET STREET, E.C.*The Daily Press.*

HONGKONG, JULY 19TH, 1906.

FOLLOWING our remarks yesterday, we may briefly note the numerous kindred references that have appeared in the press since Dr. RICHARD'S quaint comments. Christendom seems to be ignoring the parable of the lilies, and taking thought, not only for its own to-morrow, but for all the to-morrows of the Chinese and Japanese. Perhaps the most interesting is Mr. A. R. COLQUHOUN's contribution to the *Fortnightly*, on "Christianity and China". Where Mr. Colquhoun sticks to his subject, his utterances appear quite authoritative. It was necessary, perhaps, considering the "sinuousness" of many of his readers, to insist that the Chinese are not lacking in the moral sense; and he had also the right to add his opinion of the influence on the Chinese character of the respective cults that have found a home in the Empire. He notes a change which we do not consider as real as it seems: formerly we were told that the common people welcomed Christianity and the government and literati were hostile to it. It is now the latter who are ostentatiously friendly, while the anti-missionary feeling is spreading throughout the country. The missionary with sufficient experience and candour has to admit that at bottom there has been no vital change of sentiment on either side. When we were told that "the common people welcomed Christianity" we were told what was not true, or at least, we were deceived by exaggeration. When Mr. Colquhoun considers the prospects of Christianity in China, he asks what

Christianity has to offer to China. Ethics? Christian ethics, he contends, are inferior to her own, for while our moral system is based on individualism hers is founded on family life. "The spiritual consolations and upliftings of our religion do not have the same appeal to a people whose fundamental idea of virtue is stoicism, and whose mystical side has been fed to repetition." "But," he adds elsewhere, "Christian civilisation without doctrine has much to offer China, and the benefits of advanced humanitarianism, of applied science, and of personal devotion to an ideal are beginning to bear good fruit after a long period in which their connection with the hated foreigners and his ways was their great obstacle." Japan became as efficient as the barbarian without adopting his religion: China cannot have failed to notice this.

"The conviction of sin and the longing for salvation do not enter into the Chinaman's purview of life, and when we reflect that many things which we call sin are virtues in his eyes it is hard to see how we are to bring these things home to him." Mr. Colquhoun further says, "Chinese philosophy and morality are breaking down of themselves before the impact of materialism, and, dark as the outlook has been and still is for the spread of the dogmas of Christianity, there is reason to believe that the efforts of Christendom to raise the Chinese standard at just those points where it is lowest—in humanitarianism, respect for women, and other respects—will eventually win the day, the juries having been previously warned not to attend yesterday.

Some of Mr. Colquhoun's commentators drag him with them into the error of "Christian civilisation", the civilisation of Europe which has grown out of "Europe's" religion, and so on. Perhaps it is only fair that as Christianity is so often blamed for European naughtinesses, it should have credit for all the European virtues and Civilisation and Christianity, however, are not so indissolubly bound up as many innocent people seem to assume. Social amenities are evolved of necessity, quite independently of religion. Ethics never have hung on to the tail of any religion, though some religions have lied, parroted, etc., upon ethics, with but little of their own to justify their existence. The subject is not a particularly savoury one, and it is fortunate that a man like Tolstoy, in his essay on "Church and State", should have given a list of the ladies and gentlemen who have promised the Hongkong Volunteer Corps to sing at their concert on Saturday: Mrs. Baddeley, Mrs. Frank Maitland, Messrs. Frank Austin, P. W. Goldring, E. Carr, H. Morhouse, F. H. Thomas, Sydney Moutte and G. W. C. Burnett.

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The saying "de mortuis" has practical significance in Germany. The editor of a Leipzig paper has been awarded six months for "lese-majesté". He had written disrespectfully of the ancestors of the King of Saxony. Other German editors are careful now in their allusions to Adam, being uncertain how far back the principle of ancestral *lese-majesté* may be held to extend.

Mr. Rockefeller is coming out in a new character—that of a humorist. An interesting feature of his golfing, he explained to a fellow-passenger on the *Dutchland*, is that he makes a stroke and then rides after the ball on a bicycle. He claims that the combination gives an ideal exercise. It is refreshing to find that the world's richest man can joke. It is as rare for a millionaire to be a humorist as it is for a humorist to be a millionaire.

The journey from Vladivostok to Moscow by the Trans-Siberian Railway only occupies 303 hours by the special rapid train. This is practically twelve and a half days. From Vladivostok to Harbin it takes 24 hours, from Harbin to Manjou 28 hours; from Manjou to Irkutsk 51 hours; from Irkutsk to Taigu 58 hours, from Taigu to Cheliabinsk 33 hours, from Chelyabinsk to Simara 54 hours, and from Simara to Moscow 3 hours. With stops the journey occupies 12 days 23 hours.

Although the late Sir Halliday Macartney was not a literary man in the sense of being the author of any published work, his dispatches, which were exceedingly voluminous and covered a wide range of subjects, were characterised by an incisive force that sometimes ruffled the plumes of staid and precise Foreign Office clerks. It is believed, says the *Athenaeum*, that Sir Halliday has left abundant materials for a memoir, and they should prove a mine of information about the secret history of politics and diplomacy in the Far East during the last half-century.

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The English Mail of the 10th June was delivered in London on the 14th inst.

The Japanese cruiser *Izakidate* (Capt. Ishibashi) arrived at Hongkong from Tsuruga yesterday.

It is reported that the N.Y.K. has decided to change its bi-weekly service between Hongkong and Bangkok to a weekly service.

Mr. W. Lee Jones, deputy registrar of the Supreme Court, left yesterday by the German mail for a three months' holiday in Japan.

According to an investigation made by the authorities, says the *Osaka Asahi*, the number of Japanese residents in Korea at the end of May last was 69,000.

Early on Tuesday morning as a lung was leaving his quarters at No. 7 Police Station, he fell downstairs and dislocated his shoulder, which necessitated his removal to the Civil Hospital.

It is reported that the Nippon Yuen Kaisha has ordered three new steamers, each of 2,500 tons, for the Yangtze service; two steamers of 2,700 tons each for the Shanghai line; and two of 8,500 tons each for the European line.

The officers of the *Cambria*, recently arrived at Auckland, New Zealand, from one of the Polynesian islands, declare that they twice passed a sea serpent. Its length was estimated at 60 feet, and it was said his head resembled that of a red garnet.

The latest mixed metaphor comes from Washington. In a caustic attack on the Town Council a member of the local Trades Council thundered: "Let us go to the Council not like a lamb, but like the wolf, and take the bull by the horns."

The Criminal Sessions should have been held yesterday; but owing to a case in Original Jurisdiction not having been concluded the previous day, they were adjourned till to-day, the juries having been previously warned not to attend yesterday.

The authorities at Peking, having learned that the Chinese volunteers of Shanghai are well drilled and have excellent rules, have written to the president of the commercial bureau of Shanghai to send a copy of the rules to Peking, where they have also the intention of forming a Chinese volunteer corps.

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The first number of the *Canton Daily News* was issued on Tuesday. A new French paper, *L'Echo de Pekin*, has also made its appearance.

According to the *Nasongpao* of July 13th, the British Chargé d'Affaires refuses to revise the clause in the Canton-Kowloon agreement as proposed by the *Waikow* some time ago.

The total number of Chinese students now in Japan is given as 13,000. Every month 500 to 600 are leaving China for Nippon. Recently they sent Yen 1,800 to relieve distress caused by the floods.

Admiral Brownson, who will proceed from America to the Far East in September with a squadron of four armoured cruisers, will, on his voyage, call at British ports to return the visit of the Second Cruiser Squadron, under Prince Louis of Battenberg.

News has reached Hongkong of the death of Mr. H. Burton, Meers, Butterfield and Swire's agent at Swatow. The sad occurrence, which took place on Tuesday, was quite unexpected. Mr. Burton having been ill for a few days only. He had been in the service of the firm for over 15 years, and had a large circle of friends in the Colony. Mr. J. H. R. Haase left yesterday to take charge of the agency.

The *Birmingham Daily Post* of June 13th said: After an absence of several weeks in Spain, during which they were thoroughly interested spectators of the festivities held in connection with the Royal marriage, the Chinese Minister and his secretary, Mr. Ivan Chia, returned to London to-day. This absence on the Continent has prevented the Minister and his secretary from travelling to Scotland to attend the funeral of the late Sir Halliday Macartney, which took place to-day, in the graveyard which surrounds the ruins of the ancient Buddhist Abbey, in Kirkcudbrightshire. The keenest regret is felt by these representatives of China on account of the death of Sir Halliday, to whom they give credit for the major part of the long, arduous, patient work of rousing the ruling mind of China to a perception of the utilities to the East of Western civilisation. Very recently the Emperor of China expressed his sense of the value which the Government at Peking attached to Sir Halliday's forty years work for China by bestowing upon him the unique honour of a pension, a State reward that is without precedent, either in the case of a native or of a foreign official in the Government service of China; and this exceptional recompence has, unfortunately, been enjoyed by Sir Halliday for but five months. There is now no English official on the diplomatic staff in Portman Place, Sir Halliday Macartney's successor being a Chinaman.

**A SOCRATIC ARGUMENT.**  
Is it a fact that a Japanese dealer has been fined for possessing, without police permission, some swords that the magistrate admitted were curious? What was the object of the law under which the penalty was inflicted? Has that object been achieved? Can it be achieved, while choppers and carving knives are legal? If not, must the law be so scrupulously interpreted? Is every householder who has sword trophies on the wall liable to fine? Are all the ordinances as rigorously enforced? If not, as they say at the Sanitary Board, why not? If the police areimotoed in red tape, is there no one in higher authority to extricate them?

**JAPANESE POET AND ENGLISH SAILORS.**

The Japanese poet, Kira Gon Noguchi, contributed to the *Yaji* of July 7th a poem welcoming the British China Squadron. The following English version gives a faint suggestion of its sentiments:

Swarthy or fair, our Star is the same though our skins be of different hue.  
With different tongues we talk, but our cardiac language together answers the Tao  
Or even the gods had joined our arms our destinies entwined.

Love and truth between us to-day, and there's no rest for to-morrow.

Our birds are singing us English songs; our flowers show English hearts;

Come, English sailors, to your homes in our hearts!

Come to your homes that we have builded beneath the pines.

Hear ye not the welcome song of the pine-tree harps?

Share our joys on the front of Fuji-sana.

Bold the smile of welcome to our adopt'd brothers that lights up Fuji's brow.

We drink to England and the English, to their health and undimmed glory.

Here's to follow hand-in-hand the Light to-day; here's to reap together the harvest of peace and love to-morrow.

You who drink the wine of life upon the sea Will see and know the hidden feelings of our sailors' souls.

Come, we will drink, talking fraternally of the hard us of empire.

Hark! What sounds are they? The thunders and gales of the seas?

Nay! That is the glorious song of the Anglo-Japanese navy.

**WEATHER REPORT.**

On the 18th at 11.55 a.m.—The barometer has risen slightly on the E. coast of China, and is little charged elsewhere.

Pressure remains in considerable defect at the Philippine and Formosa stations, and the depression would appear to be almost stationary in the Pacific, to the N.E. of Luzon.

The Japanese returns are, however, not available this morning.

Moderate N.E. winds are indicated in the Formosa Channel and moderate variable winds over the N. part of the China Sea.

Forecast:—Light to moderate N.E. winds; showery.

## TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

## BRITAIN'S BIG BATTLESHIPS.

LONDON, July 18th.

## POLICE COURT.

Wednesday, July 18th.

BEFORE MR. H. H. J. GOMPERTZ  
(FIRST POLICE MAGISTRATE).

## A TIPSY INTRUDER.

D. Meyer, commission agent, was charged with behaving in a disorderly manner in Mr. M. Basson's private house while drunk, assaulting the complainant and his son, and damaging property to the extent of \$2.

Shortly after nine o'clock on Tuesday evening the complainant heard someone knocking at his door. He went to see who it was and defendant pushed the door open and struck him. Complainant's son, on rushing out to learn the cause of the trouble, was drawn into the mêlée, and a woman who endeavoured to separate the contestants was knocked down. During the fight 82 worths of glass were destroyed, and residents in the adjoining houses, hearing the disturbance, blew whistles which caused defendant to take to his heels. While running away, however, he was overtaken by Inspector Brown and arrested.

Defendant stated that on the night of the assault he had taken a few drinks only, but "some cigar ash must have got into his last, as it went to his head". On leaving an hotel he went to visit a friend at No. 9, Stanton Street. The steps led to his friend's house and complainant, by a mistake, entered the wrong door, and complainant and his people rushed out and thrashed him with sticks.

His Worship, in finding the defendant guilty, reminded him that a man's house was his castle and he had no right to enter without permission. A fine of \$25 was imposed, and defendant bound over to keep the peace for three months.

## ONLY CURIOS.

U. Hayashi, curio dealer, of No. 13, Praya East, was charged with being in possession of ten swords without the permission of the Captain Superintendent of Police.

When the weapons were shown to his Worship he remarked that they were only curios, and would in all probability be found in the shop of Messrs. Kuhn and Kommer. They were sold widely in London and he did not think the present charge should be brought.

The case was adjourned until the Captain Superintendent of Police had been communicated with. Afterwards his Worship imposed a fine of \$1, and ordered the arms to be confiscated.

## A DANGEROUS CARGO.

Captain Walker, of the river steamer *Kung Yung*, charged two natives with sending or carrying on board his vessel 10 lbs. of dynamite under a false description, and with sending the said dynamite on board without strictly marking the nature of the goods outside the package.

Chief Engineer Cadman of the *Awayn Teng* said he found 100 lbs. of dynamite concealed amongst the coal on board. The dynamite was in a cardboard box a found which was wrapped was wrapped. The first defendant was one of the crew, but he did not know the second man.

Defendants stated that they thought the dynamite was medicine, as the man who gave it to the second said it was.

His Worship did not believe their story and fined each man \$500, the alternative being six months' imprisonment.

## IMPERMATING A POLICEMAN.

Lan Chan was charged with assuming the designation of a police officer.

Defendant accused a hawker, told him he was a lukong, and asked him to hand over some cash. Because he refused, the defendant reproved him with his boot, but was later arrested.

He was fined \$25, in default six weeks' imprisonment and six hours' stocks.

## WEIHAIWEI.

## BUSINESS AT A STANDSTILL.

The merchants of Weihaiwei pressed the Commissioner for a definite statement as to the fate of the port. In part they wrote:

"Owing to this continued uncertainty, trade is paralysed and all business practically at a standstill. Several large transfers of property, which under ordinary circumstances would have taken place have been indefinitely postponed."

"At present no one will invest anything here, and unless something definite is declared shortly, many of us will be compelled to transfer our interests to other places."

Mr. Stewart Lockhart forwarded this to London, and on July 12 replied:

"I have just received a dispatch from the Right Honourable the Secretary of State for the Colonies, instructing me to inform you that His Lordship has nothing to add to the recent statement in the House of Commons by the Secretary to the Local Government Board, viz.: that it is not considered that the transfer of the Russian Lease of Port Arthur to Japan has made any change in the present status of Weihaiwei, which is now in His Majesty's Government, and no action is at present contemplated with regard to the lease."

## LATEST STEAMER MOVEMENTS.

The C.P.R. str. *Empress of China* arrived at Kobe at 3.30 p.m. on Tuesday, the 17th inst., and left again at midnight same day via Nagasaki for Shanghai, where she is due to arrive at midnight on Friday, the 20th inst.

The C.P.R. str. *Tyndall* arrived at Nagasaki at 7 a.m. on Wednesday, the 18th inst., and left again at 4 p.m. same day for Shanghai where she is due to arrive at 11 a.m. on Friday the 20th inst.

The Indo-China str. *Kaisany*, from Calcutta and the Straits, left Singapore for this port on the 17th inst., p.m.

The O.S.S. & C.M. str. *Alceines* left Singapore on the evening of the 17th inst., and is due back on the 22nd inst.

The str. *A. Ascar*, from Calcutta, left Singapore on the afternoon of the 17th inst., and may be expected here on or about the 22nd inst.

The Shire Line str. *Monmouthshire* left Singapore on the 17th inst., and is due here on the 23rd inst.

## THE WEST RIVER OUTRAGE.

## VICEROY REMARKS "I TOLD YOU SO."

H.E. Viceroy Shun was, like our correspondent, away from headquarters when the news came of the piratical seizure of the ss. *Satsuma*. His Excellency received a cablegram at Whampoa, advising him of the occurrence, and he at once telegraphed to H. B. M. Consul-General at Canton.

Our correspondent ascertained the contents of the message to be as follows:

"(1) Received a telegram stating that the ss. *Satsuma* had been pirates, the captain and crew wounded, and doctor killed. Deeply grieved to hear of it. Have given instructions to both civil and military officials to capture the robbers and recover the stolen goods. Dispatch Wen Thao and Kang Taotai to call on you to investigate the matter.

"The Kwangtung Province has always been infested by robbers and pirates. Years before last when I was in Wuhow I proposed to Consul Wei (Wilkinson) to place Chinese soldiers on board of all foreign vessels and also have braves to search all the passengers' luggage before the steamer leaves port. This to afford entire protection to foreign vessels.

"Consul Wei (Wilkinson) refused to consent to my proposal. Your Honour is well acquainted with the conditions in Kwangtung, and I sincerely trust you will thoroughly discuss the matter with Tso-tau Wen and Kung-wei, which means of preventing such sad affairs in future. I hope you will entertain my former proposals, which I believe would afford great protection."

The *Canberra Daily News*, as the result of an interview with Capt. Eng. Soggi, was able to add the following to its first report:

"The pirates are supposed to have come on board at Kwangkou partly, partly at Kun-luk, and some might have come already at Canton. They had no rifles, only revolvers; they fired recklessly, but were very bad shots. We had dinner finished, the Captain, Mr. Joslin, Dr. Macdonald and myself were standing outside the main door when we heard some shooting. We turned round to help the Indian watchmen, thinking some Chinese were amok, when a crowd of Chinese rushed on us firing revolvers. Then realized that it was piracy. We tried to get to the wheelhouse for the arms, but were stopped by another crowd of the pirates, which came from the starboard side, also firing with revolvers. We rushed through them into the saloon. As we got in, the Captain said that he was shot, and laid down on the sofa. Dr. Macdonald attending to him. I closed the doors and the windows on the starboard side and crossed over to the port side to shut the windows off, and fired a number of shots in the saloon, which severely burnt the Captain and myself. The fumes became unbearable and we had to get out of the room. The Captain and Dr. Macdonald left on the starboard side, and I on the port side rushed through the firing pirates and went to the starboard. The robbers followed me up, but I managed to hide behind the tables and remained there until they had left the vessel. I put the wounded Captain underneath the table and then Dr. Macdonald and myself also there. The robbers threw now a burning stickpot in the saloon, which severely burnt the Captain and myself. The fumes became unbearable and we had to get out of the room. The Captain and Dr. Macdonald left on the starboard side, and I on the port side rushed through the firing pirates and went to the starboard. 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## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to DAILY PRESS only, and special business matter to THE MANAGER.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplies for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: PRESS, CODES, A.H.C., 5th Ed.  
Lubbers.

Tel. No. 33 Telephone No. 12.

## INTIMATIONS

## HONGKONG GYMKHANA CLUB.

**T**HIS FOURTH MEETING of the Season will be held at the HARRY VALLEY, on SATURDAY, the 21st instant, commencing at 4 P.M.

The Charge of Admission will be \$1.00 for others than Members of the Hongkong Jockey Club or Gymkhana Club.

The Committee invite the Ladies of Hongkong to be present.

Post Entries will be accepted for Events Nos. 2 and 4.

C. G. MACKIE,  
Hon. Secretary.

Hongkong, 18th July, 1906. [1431]

## NEW ADVERTISEMENTS

## TO LET.

(EITHER IN WHOLE OR IN PART).

"THE ACACIAS" and "THE GROVE," having 26 Rooms, situated in detached Out-Houses and Kitchens, with Robinson Road, Kowloon.

Well ventilated, with Electric Lights and Bells completely installed.

Apply to—

E. M. HAZELAND,  
No. 35, Queen's Road Central,  
or to

WING-ON, Contractor,

No. 31, D'Aguilar Street,

Hongkong, 19th July, 1906. [1436]

## THE TRADE MARKS ORDINANCE,

1898.

NOTICE IS HEREBY GIVEN that that LAI CHUN & COMPANY, of No. 122, Wellington Street, Victoria, Hongkong, CIGARETTE MANUFACTURERS have on the 29th day of May, 1906, applied for the registration in Hongkong in the REGISTER OF TRADE MARKS of the following TRADE MARK:

1. A device showing a Sea Fairy holding THREE GOLDEN CASH Tied to a Ribbon Overhead and Dancing.—On the ground are strown Four Golden Cash.—Behind the Sea Fairy is a City wall.

2. A device showing a Sea Fairy holding THREE GOLDEN CASH Tied to a Ribbon Overhead in the act of Dancing.—By the Fairy's right, on the floor is a Golden Cash standing upright, while Two Golden Cash standing upright are on the left side of the Fairy. The whole device is within a Flower Border.

3. A distinctive device showing a Man Sitting on a Chair by a Table with his Left Arm resting on it holding with his Right Hand a Lighted Cigarette in the act of puffing.—A Box and two Tins purporting to contain Cigars and Cigarettes are on the Table. The Man appears to be Sitting within a Curtained Space and on the background a Steamer could be seen.

4. A label containing a Tobacco Plant in Blossom upon a Gil background, in the name of LAI CHUN & COMPANY, who claim to be the proprietors thereof.

The TRADE MARKS are intended to be used by the Applicants forthwith in respect of the following goods:

CIGARETTES IN CLASS 45.

Fac-similes of the TRADE MARKS can be seen at the Office of the Colonial Secretary of Hongkong.

F. X. D'ALMADA E CASTRO,  
Solicitor for the Applicants.

Dated the 18th day of July, 1906. [1437]

## BRITISH INDIA COMPANY, LIMITED.

## FOR AMOY, STRAITS AND RANGOON.

## THE Company's Steamship

"Zaida."

Captain A. M. Rait, will be despatched above on THURSDAY, the 20th inst., at DAY-LIGHT.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,  
Agents.

Hongkong, 19th July, 1906. [1438]

## BUCKLE BANK LINE TO THE FAR EAST.

## NOTICE TO CONSIGNEES.

## FROM KOBE AND YOKOHAMA.

## THE Company's Steamship

"MARVARII."

Having arrived, Consignees of cargo are hereby informed that their Goods are being landed at their risk, into the Godowns and/or extra Godowns (Godowns on the Hongkong and Kowloon Wharf and Godown Company, Ltd., whose delivery may be obtained.

Optional cargo will be discharged here unless notice to the contrary be given immediately.

No claims will be admitted after the Goods have left the Godowns, and all claims must be sent to the Office of the undersigned before NOON on the 2nd July, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 25th July will be subject to rent.

Bills of Lading will be consigned by

SANDER, WIELER & CO., Agents.

Hongkong, 18th July, 1906. [1439]

## NOTICE TO CONSIGNEES.

## THE F. &amp; O. S. N. Co.'s Steamer

"SUNPA,"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUZU & STRAITS.

Consignees of cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on cargo:—

From London, &c., ex.s.s. Calcutta.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 25th July, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,  
Superintendent.

Hongkong, 18th July, 1906. [1439]

## INTIMATIONS

## PUBLIC COMPANIES

## THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

**A**N INTERIM DIVIDEND of \$3.50 per Share for the Six Months ending 30th June, 1906, will be payable on the 25th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 16th instant to the 25th instant (both days inclusive).

By Order of the Board of Directors,

A. SHELTON HOOPER,  
Secretary.

Hongkong, 10th July, 1906. [1439]

## THE WEST POINT BUILDING COMPANY, LIMITED.

**A**N INTERIM DIVIDEND of \$1.00 per Share for the Six Months ending 30th June, 1906, will be payable on the 25th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 18th to the 25th instant (both days inclusive).

By Order of the Board of Directors,

A. SHELTON HOOPER,  
Secretary to the

## HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

General Agents for the  
WEST POINT BUILDING CO., LTD.

Hongkong, 13th July, 1906. [1439]

## HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

**N**OTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above-named Company will be held at the registered Office of the Company, ALEXANDRA BUILDINGS, Des Voeux Road Central, Victoria, Hongkong, on TUESDAY, the 31st day of July, 1906, at 12 o'clock NOON, when the following Resolution will be passed at an Extraordinary Meeting of the Company held on Saturday, the 14th day of July, 1906, pursuant to the Order dated the 28th day of March, 1906, made by the Supreme Court of Hongkong in its Original Jurisdiction in Action No. 371 of 1905:—will be submitted for Confirmation as Special Resolution.

1. That the Special Resolution being the Fourth in Number passed and confirmed at Extraordinary General Meetings of this Company held on the 3rd and 20th June, 1905, respectively together with all Agreements entered into thereunder and particularly the Agreement in writing bearing date the 18th day of October, 1905, made between this Company and its Liquidators (JOHN HUMPHREYS & SON) of the one part and the PEAK TRAMWAYS COMPANY, LIMITED, of the other part and the same are hereby rescinded.

2. That the Draft Agreement submitted to this Meeting and expressed to be made between this Company and its Liquidators of the one part and the PEAK TRAMWAYS CO., LTD., of the other part, bearing date the 23rd July, 1906, will be submitted to the said Liquidators by and they are hereby authorized pursuant to Sections 201 and 202 of the Companies Ordinance 1865 to enter into an Agreement with the said PEAK TRAMWAYS CO., LTD., in the terms of the said Draft and to carry the same into effect with such (if any) modification as they may think convenient.

3. That the Special Resolution being the fourth in Number passed and confirmed at Extraordinary General Meetings of this Company held on the 3rd and 20th June, 1905, respectively together with all Agreements entered into thereunder and particularly the Agreement in writing bearing date the 18th day of October, 1905, made between this Company and its Liquidators (JOHN HUMPHREYS & SON) of the one part and the PEAK TRAMWAYS COMPANY, LTD., of the other part and the same are hereby rescinded.

4. That the Draft Agreement submitted to this Meeting and expressed to be made between this Company and its Liquidators of the one part and the PEAK TRAMWAYS CO., LTD., of the other part, bearing date the 23rd July, 1906, will be submitted to the said Liquidators by and they are hereby authorized pursuant to Sections 201 and 202 of the Companies Ordinance 1865 to enter into an Agreement with the said PEAK TRAMWAYS CO., LTD., in the terms of the said Draft and to carry the same into effect with such (if any) modification as they may think convenient.

5. That the Draft Agreement submitted to this Meeting and expressed to be made between this Company and its Liquidators of the one part and the PEAK TRAMWAYS CO., LTD., of the other part, bearing date the 23rd July, 1906, will be submitted to the said Liquidators by and they are hereby authorized pursuant to Sections 201 and 202 of the Companies Ordinance 1865 to enter into an Agreement with the said PEAK TRAMWAYS CO., LTD., in the terms of the said Draft and to carry the same into effect with such (if any) modification as they may think convenient.

6. That the Draft Agreement submitted to this Meeting and expressed to be made between this Company and its Liquidators of the one part and the PEAK TRAMWAYS CO., LTD., of the other part, bearing date the 23rd July, 1906, will be submitted to the said Liquidators by and they are hereby authorized pursuant to Sections 201 and 202 of the Companies Ordinance 1865 to enter into an Agreement with the said PEAK TRAMWAYS CO., LTD., in the terms of the said Draft and to carry the same into effect with such (if any) modification as they may think convenient.

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10. That the Draft Agreement submitted to this Meeting and expressed to be made between this Company and its Liquidators of the one part and the PEAK TRAMWAYS CO., LTD., of the other part, bearing date the 23rd July, 1906, will be submitted to the said Liquidators by and they are hereby authorized pursuant to Sections 201 and 202 of the Companies Ordinance 1865 to enter into an Agreement with the said PEAK TRAMWAYS CO., LTD., in the terms of the said Draft and to carry the same into effect with such (if any) modification as they may think convenient.

11. That the Draft Agreement submitted to this Meeting and expressed to be made between this Company and its Liquidators of the one part and the PEAK TRAMWAYS CO., LTD., of the other part, bearing date the 23rd July, 1906, will be submitted to the said Liquidators by and they are hereby authorized pursuant to Sections 201 and 202 of the Companies Ordinance 1865 to enter into an Agreement with the said PEAK TRAMWAYS CO., LTD., in the terms of the said Draft and to carry the same into effect with such (if any) modification as they may think convenient.

12. That the Draft Agreement submitted to this Meeting and expressed to be made between this Company and its Liquidators of the one part and the PEAK TRAMWAYS CO., LTD., of the other part, bearing date the 23rd July, 1906, will be submitted to the said Liquidators by and they are hereby authorized pursuant to Sections 201 and 202 of the Companies Ordinance 1865 to enter into an Agreement with the said PEAK TRAMWAYS CO., LTD., in the terms of the said Draft and to carry the same into effect with such (if any) modification as they may think convenient.

13. That the Draft Agreement submitted to this Meeting and expressed to be made between this Company and its Liquidators of the one part and the PEAK TRAMWAYS CO., LTD., of the other part, bearing date the 23rd July, 1906, will be submitted to the said Liquidators by and they are hereby authorized pursuant to Sections 201 and 202 of the Companies Ordinance 1865 to enter into an Agreement with the said PEAK TRAMWAYS CO., LTD., in the terms of the said Draft and to carry the same into effect with such (if any) modification as they may think convenient.

14. That the Draft Agreement submitted to this Meeting and expressed to be made between this Company and its Liquidators of the one part and the PEAK TRAMWAYS CO., LTD., of the other part, bearing date the 23rd July, 1906, will be submitted to the said Liquidators by and they are hereby authorized pursuant to Sections 201 and 202 of the Companies Ordinance 1865 to enter into an Agreement with the said PEAK TRAMWAYS CO., LTD., in the terms of the said Draft and to carry the same into effect with such (if any) modification as they may think convenient.

15. That the Draft Agreement submitted to this Meeting and expressed to be made between this Company and its Liquidators of the one part and the PEAK TRAMWAYS CO., LTD., of the other part, bearing date the 23rd July, 1906, will be submitted to the said Liquidators by and they are hereby authorized pursuant to Sections 201 and 202 of the Companies Ordinance 1865 to enter into an Agreement with the said PEAK TRAMWAYS CO., LTD., in the terms of the said Draft and to carry the same into effect with such (if any) modification as they may think convenient.

16. That the Draft Agreement submitted to this Meeting and expressed to be made between this Company and its Liquidators of the one part and the PEAK TRAMWAYS CO., LTD., of the other part, bearing date the 23rd July, 1906, will be submitted to the said Liquidators by and they are hereby authorized pursuant to Sections 201 and 202 of the Companies Ordinance 1865 to enter into an Agreement with the said PEAK TRAMWAYS CO., LTD., in the terms of the said Draft and to carry the same into effect with such (if any) modification as they may think convenient.

17. That the Draft Agreement submitted to this Meeting and expressed to be made between this Company and its Liquidators of the one part and the PEAK TRAMWAYS CO., LTD., of the other part, bearing date the 23rd July, 1906, will be submitted to the said Liquidators by and they are hereby authorized pursuant to Sections 201 and 202 of the Companies Ordinance 1865 to enter into an Agreement with the said PEAK TRAMWAYS CO., LTD., in the terms of the said Draft and to carry the same into effect with such (if any) modification as they may think convenient.

18. That the Draft Agreement submitted to this Meeting and expressed to be made between this Company and its Liquidators of the one part and the PEAK TRAMWAYS CO., LTD., of the other part, bearing date the 23rd July, 1906, will be submitted to the said Liquidators by and they are hereby authorized pursuant to Sections 201 and 202 of the

## FOR SALE

FOR SALE OR TO LET.  
AT THE PEAK.**A FIVE-ROOMED HOUSE**, with Drying  
Dressing, and Bath rooms; distant  
thirteen minutes by chair from the Tram;  
Kitchen and Servants' Quarters.  
For Particulars and Terms apply to—  
**SHE WAN, TOMES & CO.**  
Hongkong, 9th May, 1906.

[1012]

## INTIMATIONS

**DAVID CORSA & SON'S**  
MERCHANT NAVY  
NAVY BOILED  
LONG FLAX CANVAS  
BELLAIGE CROWN  
TARPAULIN  
ARNHOLD, KARBERG & CO.  
Sole Agents.AUTOMATIC MAUSER  
PISTOLS.CALIBRE 7.63 mm.  
With CHAMBER for 10 CARTRIDGES.  
FIRING 10 SHOTS in 2 SECONDS.  
**SIEMSSON & CO.**  
Hongkong, 3rd October, 1905 [45]

DR. M. H. CHAUN,

THE latest Method of the AMERICAN  
SYSTEM of DENTISTRY.  
37, Des Vieux Road CENTRAL,  
From the University of Pennsylvania, U.S.A.  
Hongkong, 4th September, 1905 [153]

## S I E N T I N G .

S U R G E O N D E N T I S T .  
No. 10, D'AGUILAR STREET.

## TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st September, 1905 [698]

## HONGKONG-MACAO LINE.

S.S. "WING CHAI".

Captain T. Austin, R.N.R.

THIS Steamer departs from Hongkong

daily (Sundays included), at 7.30 A.M.

and from Macao at 2.30 P.M.

FARES.—(Week days) 1st Class (including cabin  
and servant), Single \$3, Return Ticket \$5.

2nd Class \$1, 3rd Class 50 cents.

Every Sunday will be an EXCURSION

(the times of departure being in future the  
same as on other days) at the following rates:

## SUNDAYS ONLY.

1st Class, Single ... \$1.00

With Cabin ... \$2.00

1st Class, Return ... \$2.00

With Cabin ... \$3.00

3rd Class, Single ... 40 Cts.

Return ... 60 "

Steerage 20 cents each trip.

Meals can be supplied on board, at \$1 per

meal.

First Class Passengers who do not care to

return on the Excursion Sunday will be allowed

to do so the following day (Monday) on production

of the Return Half Ticket. Should the

Steamer not run on the Monday, owing to the

Captain cleaning, due notice will be given by the

Captain, and the Half ticket will be available

for the following day.

The Steamer is lit throughout by Electric light.

The Steamer's Wharf at Hongkong is at the

Western end of Wing Lok Street.

MING ON &amp; CO.

2nd Floor, 16 Victoria Street.

Hongkong, 22nd June 1906. [21]

## INSURANCES

**NORTH BRITISH AND MERCAN-**  
T TILE INSURANCE COMPANYTOTAL FUNDS AT 31ST DECEMBER, 1905  
£17,857,119I. AUTHORIZED CAPITAL... £300,000  
SUBSCRIBED CAPITAL... 2,750,000  
PAID-UP CAPITAL..... 687,500 0 0

II. FIRE FUNDS..... 3,385,720 19 8

The Undersigned, AGENT'S for the above  
Company, are prepared to ACCEPT RISKS  
against FIRE at Current Rates.**SHE WAN, TOMES & CO.**

Agents.

Hongkong, 11th July, 1906. [134]

AACHEN AND MUNICH FIRE IN-  
SURANCE CO.  
OF AIX-LA-CHAPELLE.THE Undersigned, having been appointed  
AGENTS for the above Company, are  
prepared to accept Risks against FIRE at current  
rates.**REUTER, BROCKELMANN & CO.**

Agents.

Hongkong, 21st April, 1897. [31]

L' UNION OF PARIS FIRE INSURANCE  
COMPANY, LIMITEDTHE Undersigned having been appointed  
AGENTS for the above Company are  
prepared to accept Risks against FIRE at current  
rates.**SIEMSSON & CO.**

Agents.

Hongkong, 1st January, 1904. [29]

## REGISTRATION OF PARTNERS.

## MR. ROOSEVELT'S SALARY.

## A HOT PARTISAN.

*The Penang Gazette* remarks:—  
We have good reason to believe that the  
present in Penang at the present moment of  
several well-known Singapore business men is  
not unconnected with an attempt which is  
being made to induce the Penang Chamber of  
Commerce to withdraw from the position it has  
taken up on the question of Registration of  
Partnerships. We have too much confidence in  
the commonsense and self-respect of the  
Penang merchants to believe that they will in  
this matter submit to dictation from the Singa-  
pore Chamber of Commerce. The only danger  
is that, most of the firms in Penang being  
merely branches subordinate to the direction  
and control of their Singapore head offices,  
the practically unanimous front presented by  
the Penang Chamber of Commerce on this im-  
portant question may be broken, because individual  
members of the Chamber may not be in  
a position to adhere to their original attitude.  
We are all agreed that the Bill if it is registered  
stands in need of considerable amendment before it can be considered fit to  
figure upon the Statute book of the Colony, but  
the principle is a thoroughly sound one, and is  
supported not only by the banks, and the inde-  
pendent section of the European business com-  
munity, but also by the general body of public  
opinion throughout the Straits which has been  
deeply impressed by the remarks on the subject  
made on various occasions by the Judges of the  
Supreme Court. The profession of the Singa-  
pore Chamber of Commerce as it is at present  
constituted to figure as the representative  
and the guardian of the Colony's commerce is  
ridiculous and impudent, and it will be  
regarded as such so long as the Directors of  
the Chamber are promoters and pillars of  
support of the Shipping and Freight Com-  
bines and Conferences that drive away trade  
from this Colony and displace the British  
Trade from our harbour. These combine, by the  
institution of a most immoral system of disci-  
pline, commissions, and secret routes, have  
undoubtedly enabled some of the Directors of  
the Singapore Chamber of Commerce and their  
firms to wax fat and to fill their own pockets,  
but this has been at the expense of the Empire  
and of the Colony, and the claim of these gentle-  
men to represent our local commercial interest's  
has been very wisely ignored by the Colonial  
Office in dealing with the Singapore Harbour  
Scheme. We do not believe that either  
pressure or blandishments from Singapore will in-  
duce majority of the Penang Chamber of  
Commerce to depart from the attitude with  
regard to Registration of Partnerships which  
Penang has consistently held for over twenty  
years. Penang does not change its opinions  
with every varying wind, and we are confident  
that any attempt to induce the Penang Cham-  
ber of Commerce to disown the Bill is doomed  
to failure.Nobody denies that President Roosevelt  
earns his salary of £10,000 a year, but despite the  
great wealth of the country and the importance  
of his office, there is no disposition among  
many of his countrymen to augment that  
amount. The House of Representatives  
refuses to grant £5,000 for travelling expenses  
for the forthcoming year for the President,  
his family, and guests, which sum would have  
relieved the President considerably, for he is  
not a rich man, and the cost of visiting different  
States officially, if he is obliged to pay his own  
expenses, will be a heavy burden. Hitherto, it  
is true, the railway companies have only been  
delighted to place a train at the President's  
disposal free, but lately Mr. Roosevelt has  
taken the view that it is very difficult to deal  
with some of the manifest railway evils which  
are crying for reform if he accepts favours  
from the companies. He, therefore, sought to  
secure from Congress a special vote for a  
travelling allowance.Perhaps the vote may be restored later on, but  
in the meantime it has been knocked out. One  
representative wanted to make things easier for  
the President by increasing his salary to £20,000, but no, Mr. Williams, the minority  
leader, said that President Roosevelt had  
£10,000 a year from the country, also an  
establishment at the White House, which left  
him practically no expense except for marketing.  
Why should he want more? "It is true that  
the Governor-General of Canada gets £10,000 a  
year, also that the Governor of Australia has  
£10,000 a year, and a rich country like America  
can afford to pay good salaries. That does not  
affect the question." Mr. Williams, in fact,  
declared himself in favour of the simple, clarifying  
law for the country's first citizen, declaring that  
there is too much jostling by public officials  
of all kinds and public officials, after all, are the  
hired hands of the people."It was not expected that the President could  
save anything out of his salary for a rainy day,  
and in answer to the question, What shall we do  
with the ex-President? the minority leader,  
Mr. Williams said: "We should do with them  
what we do with our blacksmiths, carpenters  
carpenters, and judges."The question is shelved for the moment, but  
must come up again, because many wise Ameri-  
cans are coming to the conclusion some of the  
very best men in the country simply cannot  
afford to enter the public service which suffers  
on that account. The salaries given to some of the  
highest public officials here seem absolutely  
pitiful by comparison with the salaries given to  
the men directing American business corpora-  
tions which are often colosses. The result is  
that much talent capable of rendering great  
services to the State is diverted to the railways  
and other big business enterprises.The *New York World's* special correspondent  
at Washington mentions that Mr. Roosevelt  
saw a number of newspaper correspondents,  
explaining to them that £10,000 yearly would  
only just meet the expense of his official visits  
to different parts of the country. On every  
journey he is virtually compelled to take  
with him two special detectives, three rep-  
resentatives of the Press associations, a secretary,  
and a stenographer. The practice of previous  
Presidents had laid down a rule in addition,  
that the President is always expected to provide  
accommodation on his railway car for officials  
and local newspaper representatives.If he could travel as an ordinary citizen he  
could save money, but custom determined otherwise.Institutions inviting the President to visit  
them, such as the Carnegie Institute at Pitts-  
burgh, are able and willing to defray all his  
expenses, but other institutions cannot do this,  
and he would use the allowance of £5,000 for  
that purpose. The Swanee Institute in Ten-  
nessee, and the college at Kansas have urged  
him to come and make speeches. He desires  
to do so, but they are unable to pay the expenses,  
and unless Congress supplies the money he will  
be unable to go.The *World's* Washington correspondent says  
that Mr. Roosevelt also justly complains that  
because Congress has not provided suitable  
stabling at the White House his favourite horse,  
presented to him by a vauchem, is dying there.  
It is alleged that, owing to the insatiable con-  
ditions it is the intention of the President, as  
communicated to the correspondents the other  
day, to ask that the White House stable shall  
be closed, and be given authority to keep  
his horses elsewhere.

## PURE FRESH WATER.

THE HONGKONG STEAM WATER  
BOAT Co., Ltd. is prepared to supply  
any quantity of PURE FRESH WATER  
to the shipping, both for Deck and  
Boilers.Call Flag—W. J. W. KEW,  
Manager, Hotel Mansions, 3rd Floor.  
Hongkong, 8th August, 1905. [1243]MITSU BISHI DOCKYARD  
AND ENGINE WORKS,  
NAGASAKI.

## CODE WORD: "DOCK"

A. A. B.C. and Engineering Co. Used  
NEW DOCK NOW OPEN.

## DOCK NO. 3.

Extreme Length ..... 722 feet.  
Length on Blocks ..... 714 "  
Width of Entrance on Top ..... 961 "  
Width of Entrance on Bottom ..... 881 "  
Water on Blocks at Spring Tide ..... 344 "

## DOCK NO. 1.

Extreme Length ..... 523 feet.  
Length on Blocks ..... 613 "  
Width of Entrance on Top ..... 88 "  
Width of Entrance on Bottom ..... 77 "  
Water on Blocks at Spring Tide ..... 261 "

## DOCK NO. 2.

Extreme Length ..... 371 feet.  
Length on Blocks ..... 350 "  
Width of Entrance on Top ..... 68 "  
Width of Entrance on Bottom ..... 53 "  
Water on Blocks at Spring Tide ..... 22 "

## PATENT SLIP.

Suitable for vessels up to 1,000  
THE WORKS are well equipped with  
LATEST PLANTS and APPLI-  
ANCES to undertake BUILDING or  
REPAIRING SHIPS, ENGINES, and  
BOILERS; and also ELECTRICAL  
WORK.A LARGE STOCK OF MATERIAL is  
always kept on hand.The COMPANY has the powerful steamer  
"OURA-MARU" (712 tons, 700 I.H.P.)  
especially built for SALVAGE PURPOSES  
equipped with necessary gear, always ready  
Short Notice. 1175HONGKONG  
BUSINESS DIRECTORY.

## BOOKBINDING.

"DAILY PRESS" OFFICE.  
The only office in China having European  
taught workmen Equal to Home  
work.

## IRON MERCHANTS.

SINGON & CO., Iron, Steel, Metal and Hard-  
ware Merchants. Wholesale and Retail  
Ironmongers. Pig Iron and Foundry  
Coke Importers. General Store-  
keepers and Commission Agents  
35 & 37, Hing Loong Street  
(1st Street West of Central  
Market). Telephone No. 515.

## PHOTOGRAPHER

M. MUMEBYA, JAPANESE ARTIST.  
Bromide and Crayon Enlargements and  
also colouring Photos and relief Photos.  
Views of China and Manila. Work  
done for Amateurs; No. 84, Queen's  
Road Central.

## PRINTING.

"DAILY PRESS" OFFICE.  
Proofs read by Englishmen.

JOHN D. HUMPHREYS &amp; SON.

HONGKONG HIGH-LEVEL TRA-  
WAYS COMPANY, LIMITED.  
IN LIQUIDATION.

## TIME TABLE.

## WEEK DAYS.

7.00 a.m. to 9.00 a.m. ... Every 10 minutes.  
9.00 a.m. to 9.30 a.m. ... Every 15 minutes.  
9.30 a.m. to 9.30 p.m. ... Every 10 minutes.  
9.30 a.m. to 11.00 a.m. ... Every 15 minutes.  
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.  
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.  
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.  
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.  
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.  
3.30 p.m. to 6.00 p.m. ... Every 15 minutes.  
6.00 p.m. to 9.01 p.m. ... Every 10 minutes.

## NIGHT CARS.

8.45 p.m. & 9.00 p.m. 8.45 to 11.15 p.m.  
every 1 hour.

## SATURDAY.

Extra cars at 11.30 p.m. and 11.45 p.m.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes.  
9.00 a.m. to 9.30 a.m. ... Every 30 minutes.  
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.  
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.  
12.00 Noon to 1.00 p.m. ... Every 10 minutes.  
1.00 p.m. to 6.00 p.m. ... Every 15 minutes.  
6.00 p.m. to 7.00 p.m. ... Every 10 minutes.  
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.

## NIGHT CARS.

8.

## SHIPPING.

## ARRIVALS.

HANSHIATE, Japanese cruiser, 4,300, Ishibashi, 18th July—Toumou 16th July.  
JAPAN, British str., 7,795, F. Notley, 17th July—Shanghai 14th July, General P. & O. S. N. Co.  
KANGU, British str., 1,143, T. W. Pickard, 180, July—Newchwang and Chefoo 12th July, General—Butterfield & Swire.  
KUOKANG, British str., 1,226, Miller, 18th July—Shanghai 11th July, General—Butterfield & Swire.  
MADELEINE RICKMERS, German str., 1,020, S. Simonson, 18th July—Bangkok 7th July, Rick—Butterfield & Swire.  
MARIAH, British str., 5,658, H. C. Norris, 18th July—Kobe, 12th July, General—Sandor, Wieler & Co.  
MANAS MARC, Japanese str., 1,214, S. Tagami, 18th July—Swatow 17th July, General—Osaka Shosen Kaisha.  
MANTO, British str., 4,672, G. M. Montford, 18th July—London 9th June and Singapore 13th July, General—P. & O. S. N. Co.  
PEACE, British str., 5,805, J. Burrows, 18th July—Shanghai 15th July, General—Butterfield & Swire.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE  
July 18th.  
*Cod Hinterhoher*, German str., for Haiphong.  
*Harmon*, British str., for Swatow.  
*Hansen*, Norwegian str., for Swatow.  
*Japan*, British str., for Singapore.  
*Johanna*, German str., for Swatow.  
*Prima*, Norwegian str., for Calcutta.

## DEPARTURES.

ALEXANDER, German str., for Haiphong.  
CHINTAI, British str., for Australia.  
CHIEN, Chinese str., for Shanghai.  
CLARA FERDUS, German str., for Hongkong.  
DENS STADT, British str., for Shanghai.  
EURE, French str., for Haiphong.  
KALDEN, British str., for Haifa.  
MACULANES, American str., for Manila.  
MELVILLE, British str., for Vancouver.  
P. & O. LUTHER, German str., for Shanghai.  
PROSPECTOR, British str., for Shanghai.  
SEYDLITZ, German str., for Europe.  
TOKUGAWA MARU, Jap. str., for Kuchinotsu

## SHIPPING REPORTS.

The British str. *Kiukung* reports, Light winds and fine weather.  
The British str. *Kashing* reports, Light variable winds calm, fine and clear. On 16th July passed H.M.S. *Thistle*, bound north.

## VESSELS IN DOCK.

A BERNDSEN DOCKS—  
KOWLOON DOCKS—*Alto*, *Magaliaceus*, *Heracles*, U.S.A.T. *Legalis*, *Cranley*, *Touquan*, *Promethia*, *Tar*, *On*,  
COSMOPOLITAN DOCK.—*Proteus*.

## VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHEW

THE Company's Steamship

## "HAIMUN."

Captain A. J. Robson, will be despatched for the above Ports, TO-DAY, 19th inst., at 2 P.M. For Freight or Passage apply to:

DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, 16th July, 1906. [1424]

## BRUCKLEBANK LINE TO THE FAR EAST.

STEAM TO SINGAPORE AND CALCUTTA.

THE British Steamship

## "MARWARJI"

Captain Norris, will be despatched for the above Ports, TO-MORROW, the 20th inst., P.M. For Freight, apply to:

SANDER, WIELER & CO., Agents.

Hongkong, 14th July, 1906. [1416]

THE NORTHERN STEAMSHIP CO., LTD., OF ST. PETERSBURG.

## FOR ODESSA.

THE Steamship

## "SELENKA."

will be despatched for the above Port on or about 23rd instant.

For Freight & Further Particulars, apply to:

BRADLEY & CO., Agents.

Hongkong, 14th July, 1906. [1417]

COMPAGNIE DES MESSAGEURIES MARITIMES.

## FOR SHANGHAI KOBE AND YOKOHAMA.

THE Company's Steamship

## "ERNEST SIMONS."

Captain Bourdon, will be despatched for the above Ports on or about MONDAY, 23rd inst. For Freight or Passage, apply to:

G. DE CHAMPEAUX, Agent.

Hongkong, 17th July, 1906. [1422]

## NIPPON YUSEN KAISHA.

HONGKONG-SWATOW-BANGKOK LINE.

## FOR BANGKOK VIA SWATOW.

THE Chartered Steamship

## "PROTEUS."

Captain N. C. Krabbe, will be despatched as above on TUESDAY, 24th inst., at NOON. For Freight or Passage, apply to:

NIPPON YUSEN KAISHA, Prince's Building.

Hongkong, 19th July, 1906. [1418]

## JAVA-CHINA-JAPAN LIJN.

FOR BATAVIA, CHERIBON, SAMARANG, SOERABAIA & MACASSAR. (Taking cargo to all ports in Netherlands India on through Bill of Lading.)

THE Steamship

## "TJIPANAS."

Captain Pander, will be despatched for the above Ports on or about the 23rd inst. For information as to Freight and Passage, apply to:

Head Agent of the JAVA-CHINA-JAPAN LIJN, (York Buildings, 1st Floor).

Hongkong, 16th July, 1906. [1425]

## ARRIVALS.

HANSHIATE, Japanese cruiser, 4,300, Ishibashi,

18th July—Toumou 16th July.

JAPAN, British str., 7,795, F. Notley, 17th

July—Shanghai 14th July, General P. & O. S. N. Co.

KANGU, British str., 1,143, T. W. Pickard, 180, July—Newchwang and Chefoo 12th

July, General—Butterfield & Swire.

KUOKANG, British str., 1,226, Miller, 18th

July—Shanghai 11th July, General—Butterfield & Swire.

MADOLEINE RICKMERS, German str., 1,020, S.

Simonson, 18th July—Bangkok 7th July, Rick—Butterfield & Swire.

MARIAH, British str., 5,658, H. C. Norris, 18th

July—Kobe, 12th July, General—Sandor, Wieler & Co.

MANAS MARC, Japanese str., 1,214, S. Tagami, 18th July—Swatow 17th July, General—I

Osaka Shosen Kaisha.

MANTO, British str., 4,672, G. M. Montford, 18th July—London 9th June and

Singapore 13th July, General—P. & O. S. N. Co.

PEACE, British str., 5,805, J. Burrows, 18th

July—Shanghai 15th July, General—Butterfield & Swire.

REEMEN, via PORTS OF CALL.

ODESSA

LONDON, &c., VIA USUAL PORTS OF CALL.

LONDON, AMSTERDAM & ANTWERP.

LONDON, AMSTERDAM & ANTWERP.

REEMEN, via PORTS OF CALL.

HAVER & HAMBURG VIA STRAITS, &c.

HAVER & HAMBURG VIA STRAITS, &c.

HAVER & HAMBURG VIA STRAITS, &c.

HAVER, ROTTERDAM & LIVERPOOL.

COPENHAGEN & BALTIK PORTS.

TRISTE, &c., VIA SINGAPORE, &c.

NAPLES, HAVER & HAMBURG.

GENOA, MARSEILLES & LIVERPOOL.

BOSTON & NEW YORK.

NEW YORK VIA PORTS & SUEZ CANAL.

**OCEAN STEAMSHIP COMPANY, LTD.  
AND  
CHINA MUTUAL STEAM  
NAVIGATION CO., LTD.  
JOINT SERVICES.**

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.  
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND HUMATRA PORTS.

**EUROPEAN SERVICE.**

**OUTWARDS.**

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"ACHILLES"	On 19th July.
GLASGOW and LIVERPOOL	"ALCINOUS"	On 26th July.
GLASGOW and LIVERPOOL	"DIOMEED"	On 2nd August.
GLASGOW and LIVERPOOL	"TELEMACHUS"	On 2nd August.
GLASGOW and LIVERPOOL	"PELEUS"	On 9th August.
GLASGOW and LIVERPOOL	"CHING WO"	On 9th August.
GLASGOW and LIVERPOOL	"ANTENORE"	On 16th August.
GLASGOW and LIVERPOOL	"CYCLOPS"	On 23rd August.
GLASGOW and LIVERPOOL	"BELLEROPHON"	On 30th August.
GLASGOW and LIVERPOOL	"KINTUCK"	On 30th August.
FOR	STEAMERS	HOMEWARDS.
GENOA, MARSEILLES and LIVERPOOL	"TEUCER"	On 26th July.
LONDON, AMSTERDAM and ANTWERP	"PINGSTEN"	On 31st July.
LONDON, AMSTERDAM and ANTWERP	"ORESTES"	On 14th August.
GENOA, MARSEILLES and LIVERPOOL	"TYDEUS"	On 20th August.
LONDON, AMSTERDAM and ANTWERP	"ACHILLES"	On 29th August.
HARVE, ROTTERDAM and LIVERPOOL	"ALCINOUS"	On 30th August.
Taking cargo for Liverpool at London rates.		

**TRANS-PACIFIC SERVICE.**

Operating in conjunction with THE NORTHERN PACIFIC RAILWAY CO. AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

**EASTWARD.**

FROM	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, & al! PACIFIC COAST PORTS	"TELEMACHUS"	On 4th August.
NAGASAKI, KOBE and YOKO	"BELLEROPHON"	On 1st September.
HAMA		
WESTWARD.		
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"TRUCUL"	On 14th July.
	"TYDEUS"	On 15th August.
For Freight, apply to—		

BUTTERFIELD & SWIRE, AGENTS.

[10]

**CHINA NAVIGATION CO. LIMITED.**

FOR	STEAMERS	TO SAIL
KOBE and SHANGHAI	"SHANSHI"	On 20th July.
NINGPO and SHANGHAI	"SHAOHSING"	On 20th July.
SHANGHAI, WEIHAIWEI, CHEFOO and TIENSIN	"KUOKHONG"	On 23rd July.
MANILA	"KWEICHOW"	On 24th July.
"TAMING"	"TAIWAN"	On 24th July.
"TAIWAN"	"TAIWAN"	On 25th July.

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

† Taking cargo on through bills of lading to all Yangtze and Northern China Ports.

‡ Taking cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE, AGENTS.

[11]

**CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.**

**LUXURY—SPEED—PUNCTUALITY.**

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 days Across the Pacific is the "EMPEROR LINE." Saving 3 to 7 days' Ocean Travel

12 DAYS YOKOHAMA to VANCOUVER.

21 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS (Subject to Alteration).  
R.M.S. "EMPEROR OF CHINA" 6,000 tons LEAVE HONGKONG ARRIVE VANCOUVER WEDNESDAY, 1st Aug. ... 22nd Aug.  
"TARTAR" 4,425 tons WEDNESDAY, 8th Aug. ... 1st Sept.  
"EMPEROR OF INDIA" 6,000 tons WEDNESDAY, 22nd Aug.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA of JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the Company's PALATIAL OVERLAND TRAINS, FAIRLY from the PACIFIC to the ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class, via St. Lawrence \$20; via New York \$22.

Intermediate on Steamers \$24, and 1st Class Rail \$24.

R.M.S. "MONTEAGLE" "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only to Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval

Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese

and Japanese Governments.

For further information, Maps, Route Handbook, Lists of Passengers and Freight, apply to

D. W. CRAWDFOORD Acting General Agent,

Corner Hester Street and Praya, opposite Blake Pier

[12]

REGULAR STEAMSHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING	STEAMERS	TO SAIL
* TAMSUL via SWATOW	"MASAN MARU"	FRIDAY, 29th July, at 10 A.M.	"CHOYSANG"	Friday, 20th July, 4 P.M.
+ SHANGHAI via SWATOW, AMOY and POOCHOW	S. TAJAMI	SUNDAY, 22nd July, at 10 A.M.	"FOO-SANG"	Friday, 20th July, 4 P.M.
- ANPING via SWATOW	T. SUCCA	WEDNESDAY, 26th July, at 10 A.M.	"TIENTSIN"	Friday, 20th July, 4 P.M.
AND AMOY	"AKASHI MARU"	JULY, at 19 A.M.	"YUENSANG"	Friday, 20th July, 4 P.M.
FOOCHOW via SWATOW and AMOY	K. OBARA	SATURDAY, 1st July, at 8 A.M.	"SINGAPORE, PENANG & CALCUTTA"	TUESDAY, 24th July, 3 P.M.
	"FRITHJOF"			
	H. A. HARALDSEN			

\* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidship. Unrivalled Table.

† Taking cargo on through bills of lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, Second Floor, No. 1, Queen's Building.

Hongkong, 18th July, 1906.

T. ARIMA, Manager.

[13]

REGULAR STEAMSHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING	STEAMERS	TO SAIL
* TAMSUL via SWATOW	"MASAN MARU"	FRIDAY, 29th July, at 10 A.M.	"CHOYSANG"	Friday, 20th July, 4 P.M.
+ SHANGHAI via SWATOW, AMOY and POOCHOW	S. TAJAMI	SUNDAY, 22nd July, at 10 A.M.	"FOO-SANG"	Friday, 20th July, 4 P.M.
- ANPING via SWATOW	T. SUCCA	WEDNESDAY, 26th July, at 10 A.M.	"TIENTSIN"	Friday, 20th July, 4 P.M.
AND AMOY	"AKASHI MARU"	JULY, at 19 A.M.	"YUENSANG"	Friday, 20th July, 4 P.M.
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For Freight, Passage, and further information, apply at the Company's local Branch Office, Second Floor, No. 1, Queen's Building.

Hongkong, 18th July, 1906.

T. ARIMA, Manager.

[14]

**IMPERIAL GERMAN MAIL LINES.**

**NORDDEUTSCHER LLOYD, BREMEN.**

**EUROPEAN LINE.**

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS SAILING DATES.

STEAMERS	WEDNESDAY	WEDNESDAY	WEDNESDAY	WEDNESDAY	WEDNESDAY	WEDNESDAY	WEDNESDAY	WEDNESDAY	WEDNESDAY	WEDNESDAY	WEDNESDAY
BAYERN	... 1st August	... 15th August	... 29th August	... 12th September	... 26th September	... 10th October	... 24th October	... 7th November	... 21st November	... 1st December	... 15th December
PRINZ REGENT "LUITPOLD"	... 1st August	... 15th August	... 29th August	... 12th September	... 26th September	... 10th October	... 24th October	... 7th November	... 21st November	... 1st December	... 15th December
PRINZ EITEL FRIEDRICH	... 1st August	... 15th August	... 29th August	... 12th September	... 26th September	... 10th October	... 24th October	... 7th November	... 21st November	... 1st December	... 15th December
PRINZ HEINRICH	... 1st August	... 15th August	... 29th August	... 12th September	... 26th September	... 10th October	... 24th October	... 7th November	... 21st November	... 1st December	... 15th December
PRINZ LUDWIG	... 1st August	... 15th August	... 29th August	... 12th September	... 26th September	... 10th October	... 24th October	... 7th November	... 21st November	... 1st December	... 15th December
PRINZESS ALICE	... 1st										

## POST OFFICE NOTICES.

The *Ernest Simon*, with the French mail of the 22nd June, left Singapore on Monday, the 16th inst., at 10 a.m., and may be expected here on or about Monday, the 23rd inst. This packet brings replies to letters despatched from Hongkong on the 19th May.

## MAIL WILL CLOSE.

PORT	PER	DATE
Holow and Bangkok		Thursday, 19th, 8.00 A.M.
Sutaw, Amoy and Tamsui		Thursday, 19th, 9.00 A.M.
Sutaw, Amoy and Foochow		Thursday, 19th, 1.00 P.M.
Macao		Thursday, 19th, 1.15 P.M.
Singapore and Calcutta		Thursday, 19th, 2.00 P.M.
Kobud and Yokohama		Friday, 20th, 1.15 P.M.
Macao		Friday, 20th, 2.00 P.M.
Singapore, Penang and Calcutta		Friday, 20th, 3.00 P.M.
Kobe		Friday, 20th, 3.00 P.M.
Sutaw and Shanghai		Friday, 20th, 3.00 P.M.
Manila		Friday, 20th, 3.00 P.M.
Sutaw, Chaffo and Tientsin		Friday, 20th, 3.00 P.M.
Ningpo and Shanghai		Friday, 20th, 3.00 P.M.
Shanghai and Yokohama		Friday, 20th, 5.00 P.M.
Manila		Saturday, 21st, 11.00 A.M.
Amoy, Shanghai, Nagasaki, Kolo, Yokohama and Seattle, Wash.		Saturday, 21st, 11.00 A.M.
Macao		Saturday, 21st, 1.15 P.M.
Macao		Sunday, 22d, 12.15 P.M.
Shanghai		Sunday, 22d, 3.00 P.M.
Akai Maru		Monday, 23d, 3.00 P.M.
Prinz Sigismund		Tuesday, 24th, 10.00 A.M.

EUROPE, A.C., INDIA VIA TUTICORIN  
(Late Letters 11.40 to 11.30 A.M.) Extra  
Postage 10 cents)

(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Macao	
Singapore, Penang and Calcutta	
Manila	
Sutaw, Wabuwai, Chaffo & Tientsin	
Macao	
Kobe	
Amoy, Straits and Bangkok	
Manila, Timor, Port Darwin, Thursday Island, Cakatown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston and New Zealand, Melbourne, Adelaide and Perth	
Manila	
Prinz, A.C., India via Tuticorin (Late Letters 11.40 to 11.30 A.M.) Extra Postage 10 cents)	
Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents)	
Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	
The Parcel Mail closes on Friday, the 27th inst., at 5 p.m.	

SHANGAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA AND VANCOUVER (B.C.)  
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents)

## Takao

## Kowloon

## Hongkong

## Kirkton

## Aki Maru

## Shanghai

## Prinz Sigismund

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